

PHENIX WEEKLY PLANNING



March 27, 2014
Don Lynch

TECHNICAL SUPPORT NO. 14

- Run 14 Continues
- No Access this week:
- Plan for 2014 Shutdown
- Tech Support for Run 14 as required
- Support for sPHENIX efforts as required

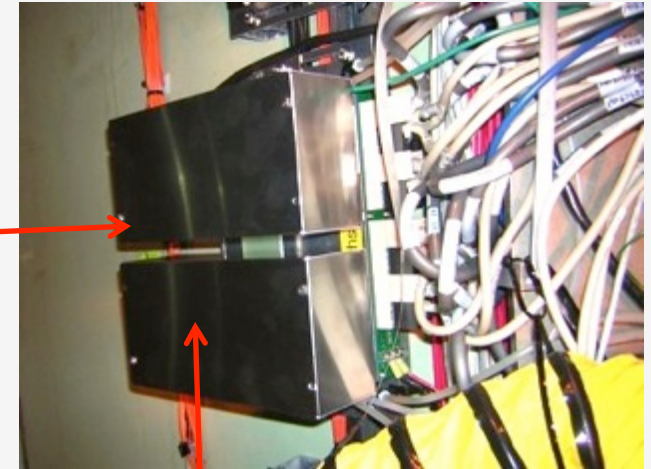
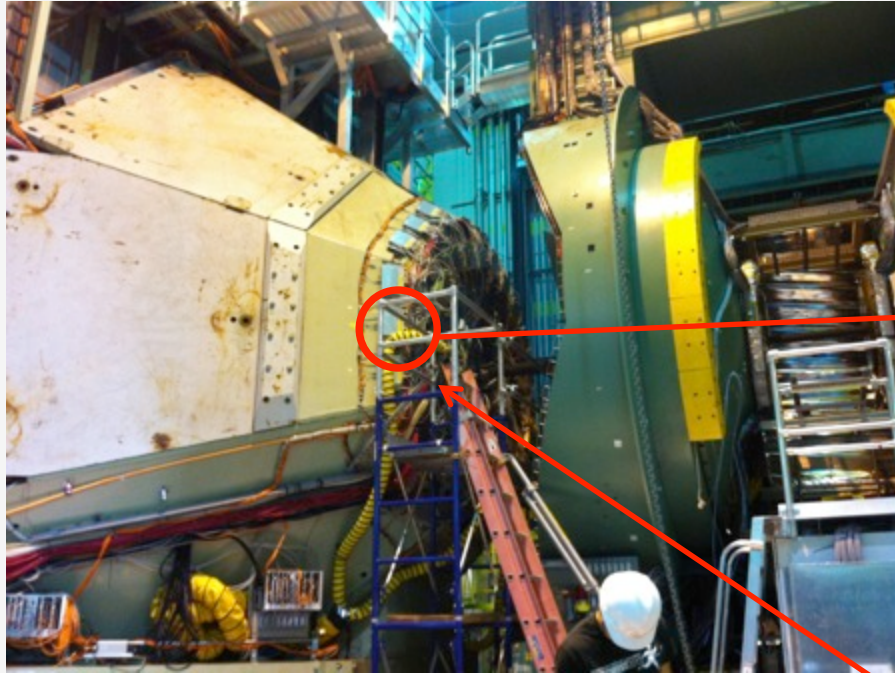


Next Week

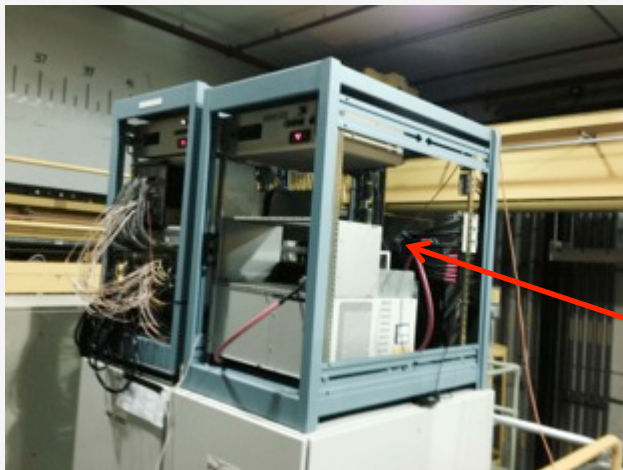
- Run 14 Continues
- Next Access 4/2?
 - Install MPC-Ex FEM Other IR maintenance/repairs
- Plan for 2014 Shutdown
- Tech Support for Run 14 as required
- sPHENIX Review
- Support for sPHENIX efforts as required

MPC-Ex Initial (Partial) Installation

LEWIS & CLARK - TROOP - NO. 4



Mechanical installation
Complete Services
connected

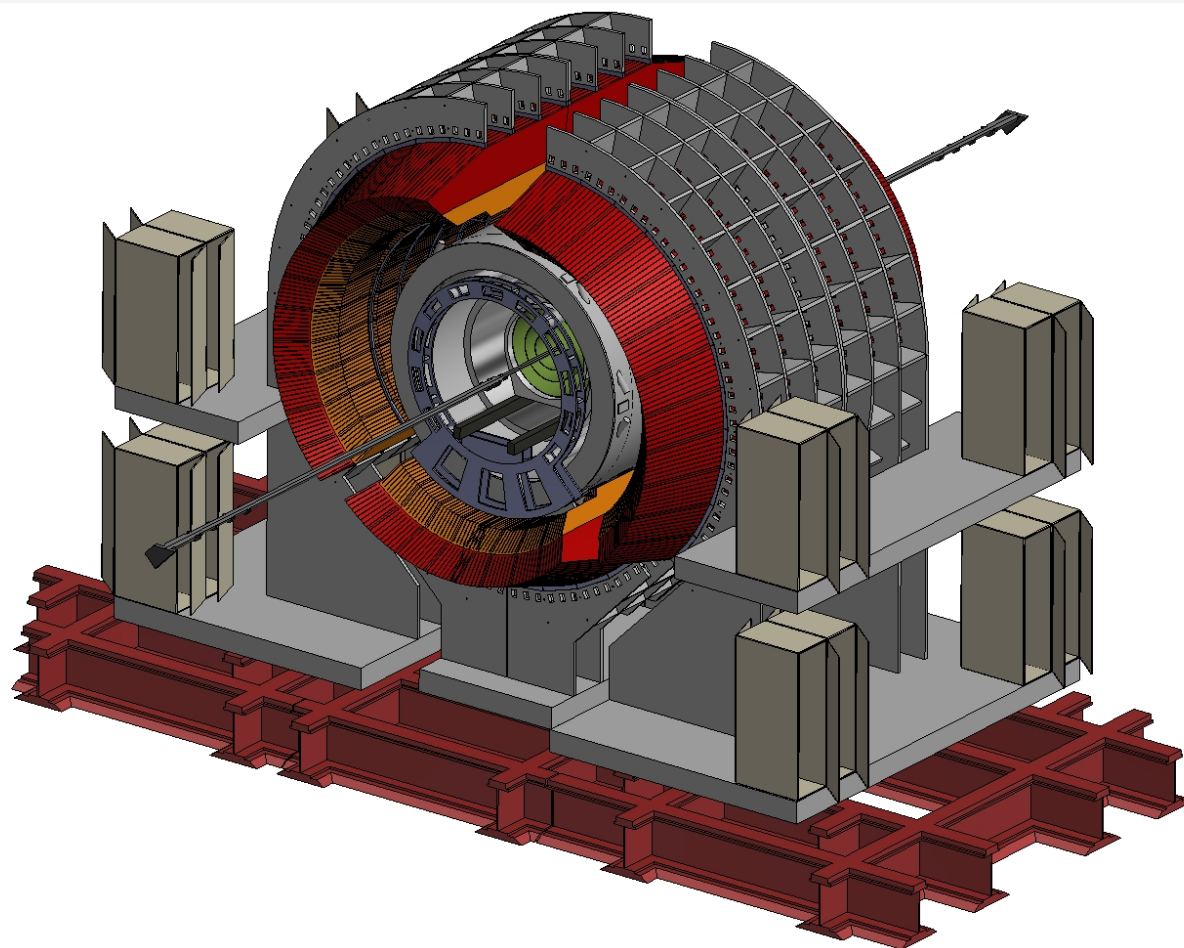


New MPC-Ex rack

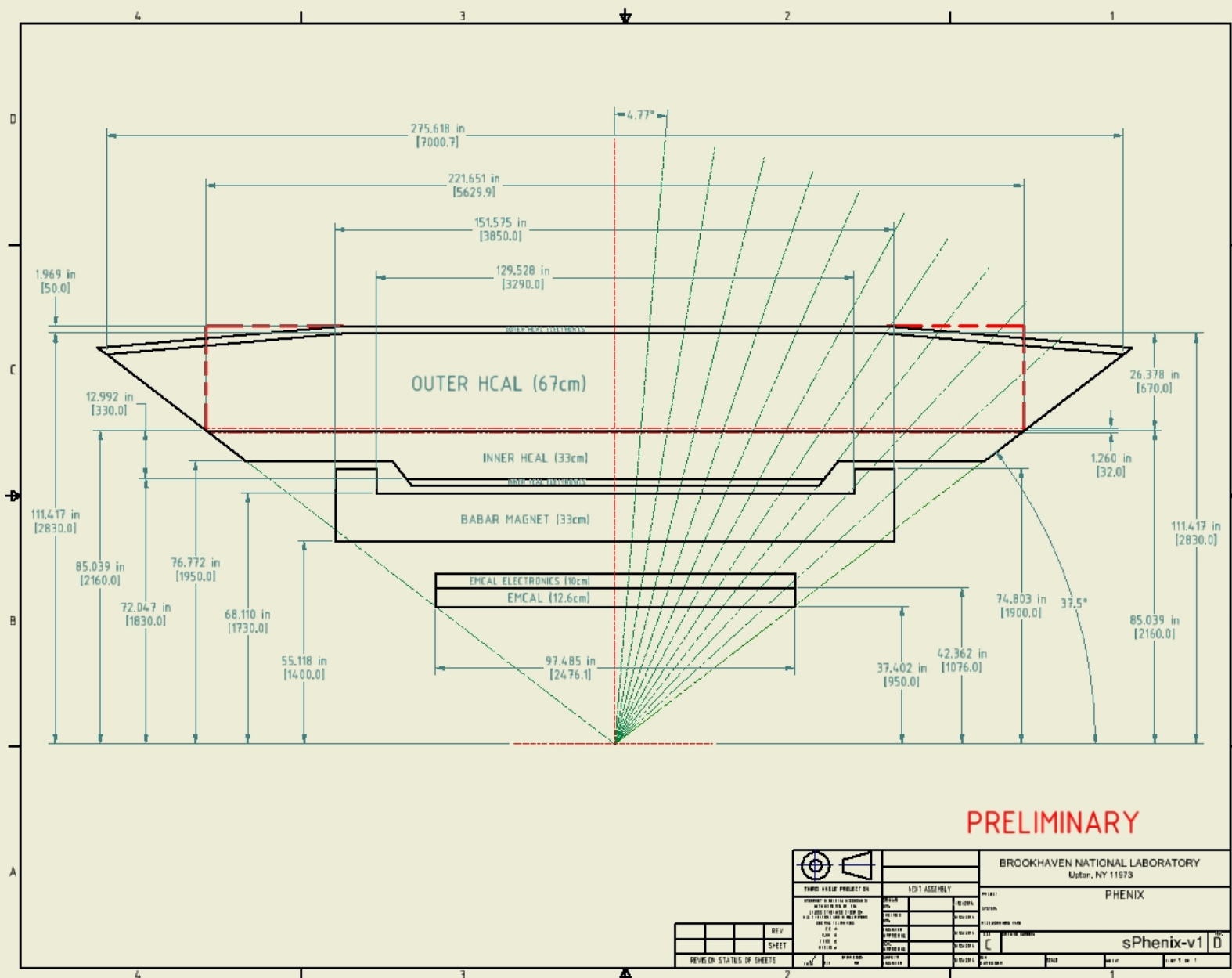
FEM assembly waiting for final
FEM modules

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sPHENIX Overall Detector Design Concept

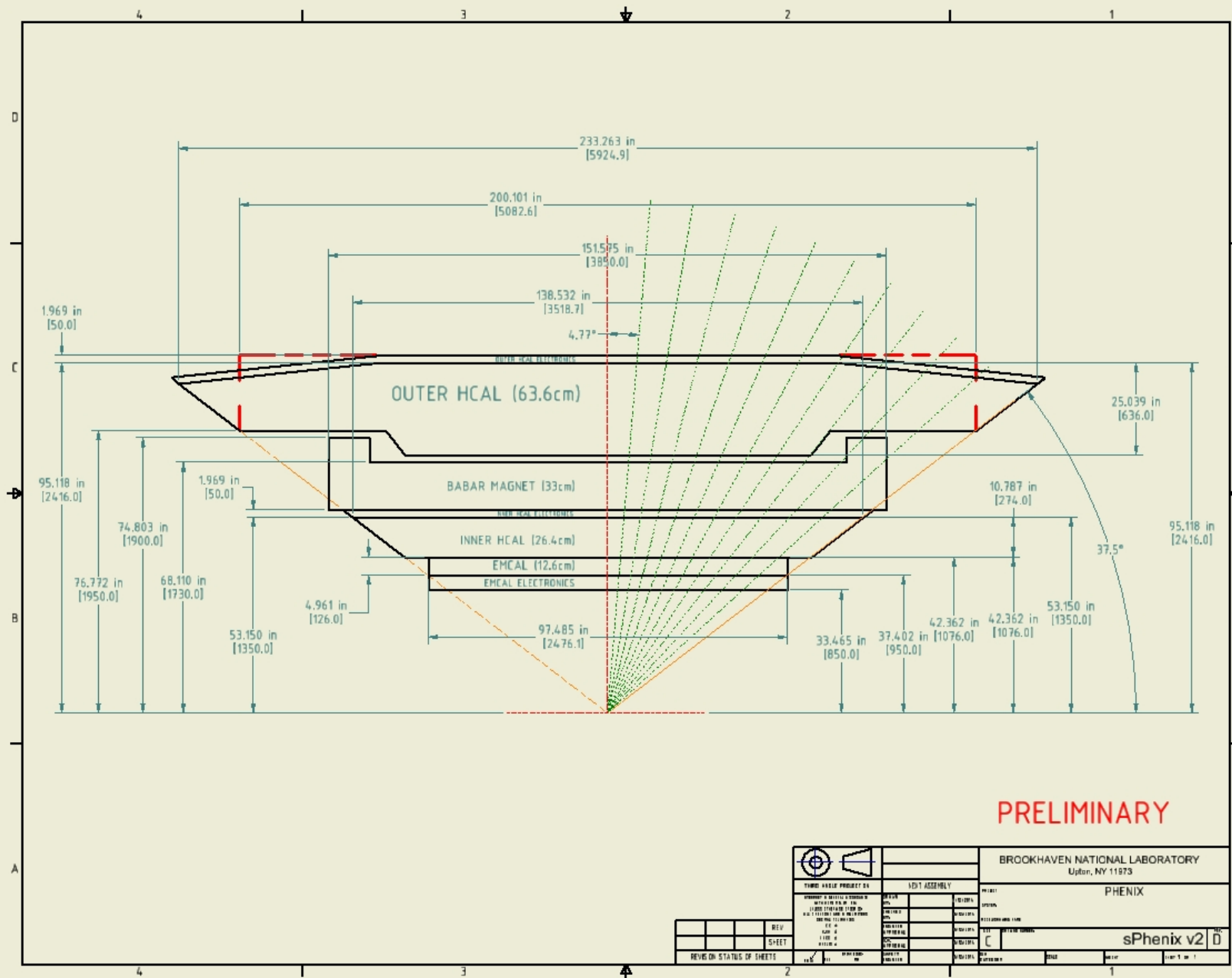


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sPHENIX Mechanical Design



March 27, 2014

sPHENIX Mechanical Design

Weights by Carriage ("Outie")

Model v1

Weight of West Carriage 733,101 lb

Carriage	250,000 lb
135 degree of HCal	483,101 lb

Weight Of Central Pedestal 484,462 lb

Carriage	75,000 lb
90 degree of HCal	322,067 lb
Magnet	30,865 lb
EMCal	44,730 lb
VTX	800 lb
EMCal Support Structure	10,000 lb
VTX Support Structure	1,000 lb

Weight of West Carriage 733,101 lb

Carriage	250,000 lb
135 degree of HCal	483,101 lb

Total Wt	1,950,664
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sPHENIX Mechanical
Design

Weights by Carriage ("Innie")

Model v2

Weight of West Carriage 476,058 lb

Carriage	250,000 lb
135 degree of Outer HCal	226,058 lb

Weight Of Central Pedestal 297,834 lb

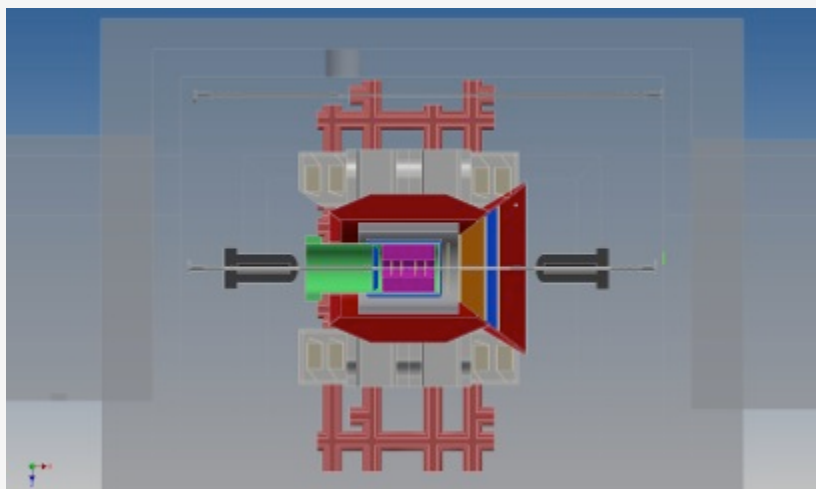
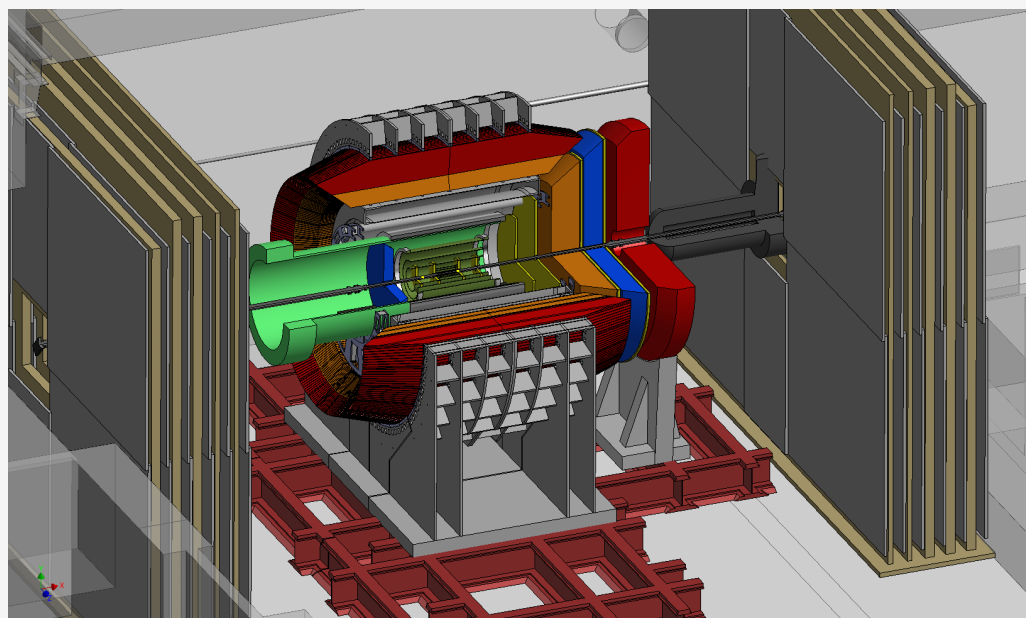
Carriage	75,000 lb
90 degree of Outer HCal	150,706 lb
Magnet	30,865 lb
EMCal	29,464 lb
VTX	800 lb
EMCal Support Structure	10,000 lb
VTX Support Structure	1,000 lb
Inner HCal	85,792 lb

Weight of West Carriage 476,058 lb

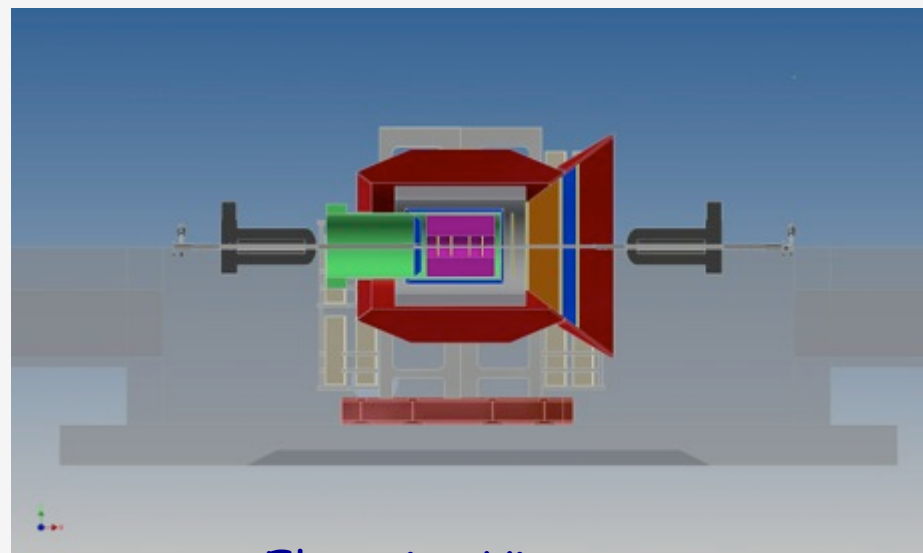
Carriage	250,000 lb
135 degree of HCal	226,058 lb

Total Wt	1,249,951
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ePHENIX



Plan View



Elevation View

3/27/2014

2014 planned Technical Support & 2014 Shutdown

TECHNICAL SUPPORT 2014

Support for run 14	2/3-6/30/2014
Support for sPHENIX prototype tests at FermiLab	1/21-2/25/2014
Procure & Fabricate parts for MPC-Ex North and South	1/1/2014-6/30/2014
Assemble & test MPC-Ex South, ready for installation	3/1-7/1/2014
End of Run Party	7/11/14?
Assemble & test MPC-Ex North, ready for installation	7/1-9/25/2014
Start of Shutdown Tasks (purge flammable gas, disassemble and stow shield wall, remove collars, move EC to AH, Move MMS south, etc.)	7/14 - 7/25/2014
Remove MMS east vertical lampshade	7/28-7/30/2014
Troubleshoot intermittent water leak in MMS	7/30- 8/8/2014
Other Maint. In MMS	TBD
Reinstall MMS east vertical lampshade	TBD
Summer Sunday prep AH, tours and restore AH	7/30-8/15/2014
Install scaffolding in Sta 1 South	7/28/2014
Remove MPC-Ex prototype, Install new MPC-Ex South	7/28-8/22/2014
Maint. & Repairs for MPC South, BBC South, RPC1 South, MuTr sta 1 South, as necessary	7/28-8/22/2014
Remove scaffolding from sta 1 south, Move CM South	8/25/2014
Install scaffolding in Sta 1 North	8/26-8/29/2014
Prep MPC-Ex North installation area	9/1-9/26/2014
Install new MPC-Ex North	9/29-10/17/2014
Remove Sta 1 North scaffolds, Move CM North	10/20-10/24/2014
Other detector support	TBD
Infrastructure Maintenance and Improvement	TBD
Decommissioning of obsolete PHENIX detector equipment	TBD
sPHENIX Support	on-going
End of Shutdown Tasks (Move MS north, roll in EC , install collars, remove 10 ton cart, plates and manlifts, build shield wall, etc.)	10/27-11/26/2014
Pink/White/Blue Sheets	1/17/2014
End of Shutdown Party	???
Start Flammable gas flow	???
Close shield wall, install radiation interlocks and prepare for run 14	12/31/2014
Start run 15	1/2/2015

Safety and Security

- From Ray Karol:

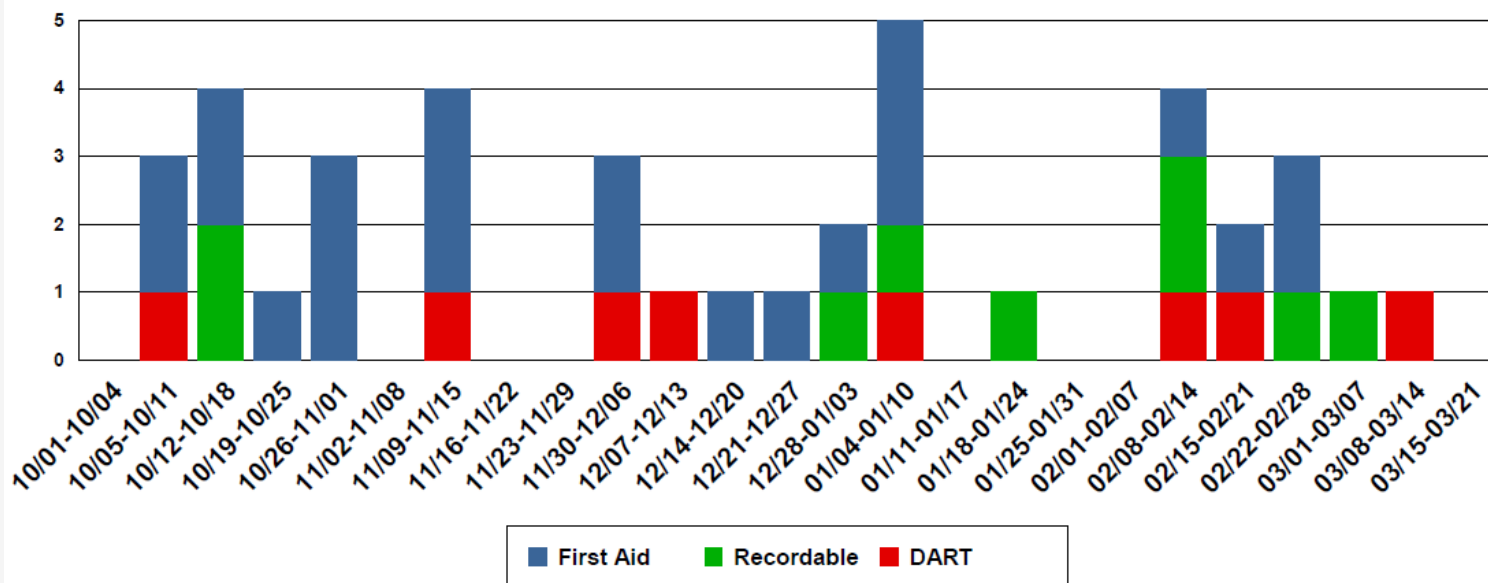
From the SBMS on use of Government Vehicles - pay attention to this requirement as the BNL Police are looking for these violations:

"Do not leave a parked vehicle with the engine running (except where specified for police or emergency vehicles), or with the ignition key in it"

- Work Control Coordinator's Meeting Yesterday with Mike Zarcone.
 - Work Permit update
 - Working Alone Guidance (PHENIX has the "2-man rule")

PHENIX Safety and Security

Injuries Per Week (FY)
As of 3/21/2014



Injury Status:

FY14 YTD: DART – 8, TRC – 17, First Aid – 23

FY13: DART – 15, TRC – 38, First Aid – 53

FY12: DART – 19, TRC – 36, First Aid – 69

FY13 Injury Listing: <https://intranet.bnl.gov/esh/shsd/seg/Occlnj/BNLInjuries.aspx>

Recent Injuries

		None
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3/27/2014



Recent Events		
3/20/14	Non-Reportable	On March 20, approximately 25 gallons of oil were found on the floor of the pit for the Westinghouse motor-generator (MG) set in Building 911. The MG set powers the AGS magnets and the pit houses the lubricating oil system. A small leak on the pressure gauge was found to be the source of the spilled oil. The MG set was turned off and the gauge was replaced. Cleanup of the oil is in progress. The Collider-Accelerator Department (C-AD) Environmental Compliance Representative was informed and New York State (NYS) was notified via routine report. The oil was contained in the pit as designed and there was no impact to the environment. (Event Link)
3/18/14	Non-Reportable	A Facility Project Manager (FPM) responded to a report of a non-functioning electric baseboard heater in Building 130, Room 2-35. The FPM confirmed that there was no heat and identified a tripped breaker in the service panel. The FPM donned appropriate Personal Protective Equipment (PPE) for a 0+ designated panel and reset the breaker. When the FPM returned to the room and turned the control dial to allow heat, the electric baseboard sparked briefly (a few seconds and stopped). A BNL electrician was called to the building and a yellow tag was applied to the breaker. The occupant was provided with a portable electric heater. At approximately 1500, the Fire Captain was informed of the situation. At approximately 1515, the Central Complex ESH Representative and Facility Complex Manager were also informed. There was no shock associated with this event. (Event Link)
3/13/14	SC-BNL	An employee was driving a government vehicle near Building 326 when the vehicle suddenly stalled. There were no warning lights on the dash. He attempted to restart the vehicle when he noticed smoke coming from under the hood. He retrieved the vehicle-mounted fire extinguisher and extinguished the small under-hood fire. He then contacted Fire-Rescue to respond. Based upon investigation, it appears that the starter solenoid shorted out and caused the wires and terminals to overheat and ignite. Damage was limited to the cable and starter motor assembly. The auto shop mechanics are replacing the starter and burned wires. (Event Link)

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Where To Find PHENIX Engineering Info

Run 14 Continues!



New Addition to PHENIX Mild Hogs

http://www.phenix.bnl.gov/WWW/INTEGRATION/ME&Integration/DRL_SSint-page.htm

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